

The Topeka State Journal.

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NIGHT EDITION.

TOPEKA, KANSAS, SATURDAY EVENING, JUNE 30, 1894.

TWENTY-SECOND YEAR.

ALL DARK AHEAD.

The Great Railway Strike Looks Worse Today.

Not Paralleled Since 1877 Say Railway Managers.

Rock Island is Now Tied Up at Chicago.

STOP AT ALL CENTERS.

Trains Can't Move at Big Railroad Points.

Chicago, Cincinnati, Kansas City and St. Louis Involved.

ON SANTA FE LINES.

Twelve Hundred Freight Cars at Argentine.

Eight Hundred of These Cars Are Loaded.

The strike situation on the Santa Fe is still bound by uncertainty. Both sides are so confident of victory that it is really hard to tell which has the best of the battle.

General Manager Frey says that three trains left La Junta last evening, and all carried Pullman cars. One went east, one south and one west. The south bound train got as far as Trinidad and was there seized by the striking members of the A. R. U. and the engineer chased off his engine and up town. The train was still at Trinidad at 11 o'clock today.

Situation in Kansas. In Kansas the situation is little changed. No yard work is being done at Emporia and freight traffic is suspended on the eastern division. Some perishable freight is being handled as express and is being shipped in baggage cars. The local freights are all running as usual. Passenger train No. 2 came in on time this morning at 5:10 and carried her regulation Pullman. She came from the Colorado division. A short No. 8 also came in from Dodge City, but it carried no Pullmans. No. 5 arrived from Kansas City again today at 11:30 on time and brought her regulation three Pullmans. No. 4, which is due here at 2:30 is annulled again today for the fourth day in succession. No. 6 is expected to arrive in Topeka on time this afternoon at 5 o'clock and will carry three Pullmans.

All this does not look as though the strike was succeeding in this part of Kansas. A Sea of Pullmans. At the same time it is said that the strikers are carrying out a well laid plan to get all the Pullmans on the road out to La Junta, where they can "take care of them." An immense area of side-tracks belong to the road at La Junta, called the "sand pit." Into this all the Pullman cars from the east and west have been run, until there are now scores of them there in charge of the strikers. The longer the strike continues the more cars there will be at La Junta, say the strikers. If the railroad managers continue to send Pullman cars westward, La Junta may yet present the picturesque feature of a vast ocean of Pullman palaces cars. After the cars all get out there, of course, the road will have no more to run either west or east. This story is given to the JOURNAL, and is repeated here for what it is worth.

At Emporia. At Emporia Conductor Henry Rice and brakemen Jas. Bowen and Frank Tipton were discharged for refusing to take the place of men who had struck. Rice is an O. R. C. (Order Railroad Conductors) man and the other two belong to the B. R. T. (Brotherhood Railway Trainmen). None of them are members of the A. R. U. This, the A. R. U. men say, is a direct stab by the company at the members of all railway labor organizations. Neither the O. R. C. nor the B. R. T. are having trouble with the company and the union men expect this will precipitate war between the company and these two organizations. If the O. R. C. and the B. R. T. do not hold out for the reinstatement of these men, the sympathizers in them will pull away and join the A. R. U. as a means of righting their wrongs with the company. This is the A. R. U. story, and the strength of the supposition that the O. R. C. and the B. R. T. will allow themselves to be "cowed into submission" to the company, the A. R. U. hopes to gain many new members and additional strength. If the A. R. U. idea in this works itself out the result will be a war among railway organizations that will be fatal to some of them, and strength giving to the A. R. U. In case it occurs a war will begin between the A. R. U. and the road, that will be a fierce one.

A. R. U. Growing Rapidly. The local union of the A. R. U. claims to be growing rapidly. And a big mass meeting of railroad men has been called under its auspices and will meet at the new I. O. O. F. hall at 704 Kansas avenue, Sunday afternoon at 2 o'clock. As at the meeting of Wednesday evening only known railroad men will be admitted. Speakers will be present from out of the city, among whom will be James Bruce, president of the local union at Emporia, James Matheny and N. M. Henshaw. At this meeting the lodge expects to take in a large number of new members. With this new strength it is hinted that if new developments tend to invite it the shop employees in this city will refuse to go to work on Monday morning. This is only a rumor, however, and at noon today could not be confirmed nor denied. The leaders of the local A. R. U. were asked about it, but would say

nothing either way. It is certain that the shopmen are joining the order in large numbers and that the feeling among them is strongly with the strikers.

Ten Thousand Men Out. The local managers of the A. R. U. in Topeka say that the report sent out from Chicago by telegraph to the effect that over 17,000 A. R. U. men were out in the strike is based on a very small estimate. Said one of them this morning: "I know that fully 90 per cent of the order is out, and the national membership now amounts to over 90,000. There must be more than 10,000 out on the Santa Fe."

Mr. Frey's estimate is "entirely different, however." "We have not over 3,000 men out at this time," he said today, "and I consider that a very large estimate. If one fireman holds an entire train it is not a fact the entire train crew of six or eight is striking, there are a considerable number of men not working, but not nearly all of them are striking."

Work Resumed at Arkansas City. It is announced from the general manager's office that the yard work has been resumed at Arkansas City, and that the twenty A. R. U. switchmen there have left the union.

An order has been received at the general manager's office that is addressed to the members of the O. R. C. of the Santa Fe system. It is signed by I. O. Wilkinson, chairman of the general committee, setting forth that the order has no grievance with the Santa Fe and advising them to keep at work. This of course would not affect the individual actions of O. R. C. men who also belong to the A. R. U. A similar bulletin has been issued to the Order of Telegraphers by their Grand Chief W. V. Fowell.

LOOKS ON IT HOPEFULLY.

Receiver Wilson Thinks the Santa Fe Will Be All Right Soon.

Receiver J. C. Wilson of the Santa Fe, arrived from Chicago shortly before noon today. He took a hack at the depot and was driven rapidly to his office where he stopped a moment before going to his residence.

He was seen by a JOURNAL reporter soon after dinner and expressed himself as confident that the strike would reach an end favorable to the company within a day or two. "The Pullman strike has been lost sight of in the general desire to strike," he said, "and a good many of the men are not sure just what they are striking about."

"It is simply sympathetic now, and when the men find it out they will go to work again. Nothing is hindered much but the freight trains. The Pullmans are going through as usual. I understand that the A. R. U. is growing here, but I don't think it will accomplish anything. I think it will be over so n."

MOBS AT BLUE ISLAND.

Uncouple Rock Island Trains as Fast as They are Coupled.

CHICAGO, June 30.—The tie-up of the Rock Island is almost complete at the Chicago end today. The switchmen, switch tenders and tower men went out almost to a man, over four hundred stopping at 7 o'clock a. m. One of the switchmen at Englewood threw his switch and locked it, leaving the yards just before the heavy Omaha train arrived. The train was brought to a standstill in time to avoid a wreck and after a delay the switches were set and the train pulled into the depot, carrying its Pullmans.

At Blue Island, a southwestern suburb several trains were stopped and serious trouble narrowly averted. Crowds of strikers swarmed through the yards, uncoupling cars as fast as they were attached to the engines and interfering with the work in many ways. Two of the "dummy" trains were delayed for five or six hours and the officials of the road were compelled to man the switches and towers. At several points in the yards police were called in to maintain order. General Superintendent Dunlap after a tour of the yards, admitted that the situation was serious. "We expect," Mr. Dunlap said, "to have trains running smoothly in a very short time. We will put new men in the places of the strikers at once and believe that many of our men will go back to work shortly."

POSITION OF COLORED MEN.

A Pastor Tells Them to Keep Afloat from the Strike.

CHICAGO, June 30.—Mr. Caldwell of the Western passenger association in an interview is quoted as advising the colored people not to be too hasty in taking the places of strikers. Mr. A. E. Wilson, publisher of the Chicago Bugle and Afro-American Patriot has this to say concerning the attitude of the colored people should take in the fight: "I can see no good reason why the colored people should be concerned in this struggle at all. But the Knights of Labor and the A. R. U. are outspoken in their antagonism to our race. While Mr. Powderly was at the head of the Knights of Labor the order was friendly to the colored race."

But that friendship virtually cost him his position. Then came Mr. Sovereign, who openly advocated that the colored people be deported to Africa. Last week the American Railway union snubbed us by refusing to admit colored men as members. Now, I ask Mr. Caldwell and any fair minded white colored man who is interested in this fight at all?

"My advice to the colored people is that they should hold themselves aloof, as good law abiding citizens should, seek employment in other channels, and show the Knights of Labor and the American Railway union that if they are not good enough to be members of a lawless mob they are good enough to be loyal in their American citizenship."

AT THE CHICAGO STOCK YARDS.

One Engine Only Is Manned to do Business—Ominously Quiet.

CHICAGO, June 30.—The Union stock yards switching association succeeded in manning one engine today and began an attempt to handle packing house products for railroads entering the yards which do not use Pullmans—the Michigan Central and the Lake Shore.

The Rock Island announced that it would be unable to accept shipments. The Burlington will accept shipments next week. The Chicago & Northwestern did not deliver any stock to consignees this morning. No mobs were to

be seen in Packing town this morning. On the contrary, considering the serious state of affairs, matters seemed ominously quiet.

NO LITTLE YELLOW TRAINS.

Are Running in On the Lake Front at Chicago Today.

CHICAGO, June 30.—The Illinois Central suburban service is completely tied up. The engineers and firemen today refused to take out their engines. General Manager Egan, of the General Managers' bureau, and General Manager St. John of the Rock Island were in consultation today with Sheriff Gilbert at the latter's office. The result was that the sheriff soon began swearing in deputies. This action it was stated was the result of the strike on the Rock Island.

IT IS GROWING WORSE.

The Situation at Kansas City Looks Blacker Since Noon Today.

KANSAS CITY, Mo., June 30, 1 p. m.—The strike situation here is growing worse for the railroads. The Santa Fe has 1,200 cars in the Argentine yards, 800 of them loaded. The switchmen are deserting their own organization in large numbers and joining the A. R. U.

All of the switchmen in Argentine are said to be A. R. U. men and the organization is considered strong enough here on all roads to effect a tie-up. The switchmen have received an order from the A. R. U. to strike tomorrow on all roads in this city. It is believed they will do so generally.

The Santa Fe discharged all of its employees, numbering about 400 men at Argentine today. The company has brought eleven firemen from St. Louis and it is hiring all the men it can get to act as switchmen and will attempt to resume traffic tomorrow or Monday with new men.

All the switching on the Santa Fe is being done by officers and clerks of the road. No through trains from the west on the Santa Fe have arrived here since Tuesday. The Mexico train on the Santa Fe due to leave here at noon today has been abandoned.

THE SANTA FE AT DENVER.

One Train With Pullmans Attached Has Arrived There.

DENVER, Col., June 30.—Denver & Rio Grande trains arrived and departed this morning as usual with Pullman cars. The westbound train, which arrived at Salida at 4 a. m., was delayed about an hour on account of the refusal of employees there to switch Pullmans.

The Gulf train from Texas did not arrive this morning having been detained at Trinidad by refusal of the firemen to go out unless the Pullman was detached. No trains with Pullmans have arrived over the Santa Fe. The Santa Fe's California train over the Colorado Midland was sent out today, but is not likely to get beyond Colorado City, where the Midland employees have joined the strike.

The Santa Fe succeeded in starting a train east from La Junta today with two Pullman cars which had been stalled there since Wednesday.

12:30 p. m.—Superintendent Egan of the Gulf road took the place of the fireman on the Texas train which was held up at Trinidad last night and the train came through to Denver today with Pullman cars.

DIRECTOR KERN ARRESTED.

The Railway Union Official Shakes His Fist at General Manager Ramsey.

ST. LOUIS, June 30.—Noon.—Freight traffic here is almost absolutely at a standstill. Passenger trains have moved promptly so far, yardmasters making them up.

As the strike became general the idle men began to gather in knots in the various yards and discuss the situation. American Railway Union Director Geo. P. Kern passed among them and in doing so came in contact with General Manager Ramsey of the Terminal association.

A few words passed between them ending in Kern shaking his fist in Ramsey's face, whereupon he was arrested upon Ramsey's complaint, upon the charge of disturbing the peace.

The Mobile & Ohio has it is understood yielded to the strikers and will be allowed to resume service without Pullman cars.

The strikers at this point now number in the neighborhood of 2,000.

TIED UP THE M. & ST. P.

Vice President Howard Orders Men to Quit at 6 P. M.

CHICAGO, June 30.—Vice President Howard, of the A. R. U., today issued an order tying up the Milwaukee and St. Paul road in all branches of the service at 6 o'clock this evening. An order was also issued to tie up the Big Four this afternoon.

Employees of the Fort Wayne railroad began quitting work in the suburban district today. It was impossible to run trains and the engines were run into the round house at 55th and the one or two trains were manned by officers of the road and kept in service, but traffic was practically suspended.

THE WORST SINCE 1877.

The General Managers Association So Characterizes the Strike.

CHICAGO, June 30.—The general managers association is in session today and issued the following statement regarding the strike: "There is no attempt to deny the fact that the strike is widespread and is serious."

"This embarrasses the freight traffic of the west to the most serious extent of any strike since the Eastern labor troubles in 1877 and 1878. The companies have no idea of entering into a compromise with the strikers on any basis whatever."

"The railroad companies fail to see the justice of the position taken by the A. R. U. of fighting Mr. Pullman over the head of the railroad companies, who have no control over Mr. Pullman's movements, or his manufacturing business. The men who are now on strike are considered men who have resigned their position; who are not anxious to work."

"Any men who desire employment under the railroad companies centering at Chicago and are competent will be given positions and will be afforded all the protection that lies in the power of the various companies, po-

lice of the city of Chicago, Sheriff of Cook county and state of Illinois. Men are now being hired in the east and brought to Chicago to take the places of those men who will not work."

"It has been charged by the A. R. U. that the general managers association is importing men from Canada. This statement is absolutely false. The railroad companies do not propose to employ any men to take the places of the men now on strike unless such men are American citizens and whoever we can find who wants to work, to take the place of a man who will not work, whether the substitute comes from New York or California we purpose to give him a job and see that he is protected."

GRAND JURY MUST BE DILIGENT.

Judge Ross Tells the Grand Jury to Inquire After Offenders.

The following is a synopsis of the charge of Judge Ross to the grand jury in the United States district court at Los Angeles, June 28:

"Gentlemen of the Grand Jury.—A railroad which is a link in a through line of road for the transportation of freight and passengers into another state from other states, and from that state to other states is engaged in the business of interstate commerce, and every organization or conspiracy in restraint of such trade or commerce is by statute declared to be illegal, and all persons so combining and conspiring are by law guilty of the commission of a crime."

"It is also declared by the statutes of the United States that any person who shall knowingly and wilfully obstruct or retard the passage of the mail, is guilty of a crime, and will be punished. It is further declared by the United States statute that if two or more persons conspire to commit any offenses against the United States, and one or more of such parties do any act to effect the object of such conspiracy, all of the parties of the conspiracy shall be liable to a penalty of not more than \$10,000, or to imprisonment for not more than two years, or to both such fine and imprisonment, in the discretion of the court."

"I charge you, gentlemen of the jury, to forthwith diligently inquire whether or not the laws of the United States to which I have specially called your attention have been violated by any person or persons."

THE PULLMANS DROPPED.

An Illinois Central Train at Cairo Goes Ahead Without the Cars.

CHICAGO, June 30.—Officials of the Illinois Central railroad telegraphed its agent in Cairo at a late hour last night to cut off the Pullman coaches from one of the night trains held there by the strikers, and start it at once for Chicago.

The reason given for this action was that a large number of belated passengers, many of whom were women and children, demanded immediate transportation, and the train was put on wholly to relieve the distress. The strikers on the other hand insisted that it was the first sign of weakening.

CHICAGO, June 30.—The New Orleans express of the Illinois Central road that was blocked at Cairo for thirty-six hours, reached here today minus its Pullman sleepers.

RAILROAD SUPPL. ARRESTED.

By Sheriff at Cairo for Bringing an Armed Force into the County.

CAIRO, Ill., June 30.—Forty-five special policemen are guarding a train of Pullman cars here with Winchester. A deputy sheriff attempted to board a Pullman car to arrest one of the special detectives. The detective kicked him in the mouth, felling him to the ground. A crowd of 5,000 people swarmed the levee in the vicinity and threats of all kinds killed the air. A detachment of police arrested the detective and took him to jail.

Sheriff John Hodges has arrested Superintendent Horace Baker, of the Illinois Central, under a state warrant charging him with bringing an armed force of men into the county and inciting a riot.

CAIRO, Ill., June 30, 3 p. m.—The differences with the Big Four and Mobile and Ohio has been adjusted by the A. R. U. and the strikers on those roads will not be interfered with.

TROOPS WANTED IN CALIFORNIA.

The Southern Pacific Wants Soldiers Sent to Oakland.

SAN FRANCISCO, June 30.—General Manager Towne, of the Southern Pacific, has telegraphed to Governor Markham at Sacramento, demanding a detachment of the state militia be ordered to Oakland to preserve the peace.

It is alleged that the mayor of Oakland is lukewarm in extending police protection, and that the trains are already surrounded by a threatening crowd of strikers.

Go Out at Colorado City.

COLORADO CITY, Colo., June 30.—All the employees of the Santa Fe in the shops here and at the Colorado Midland except conductors and engineers struck this afternoon. The Midland is completely paralyzed.

St. Paul Men Quit.

CHICAGO, June 30.—The engineers and switchmen of the St. Paul road struck at 2 p. m. Engines and trains are backed up between the Union depot and Western avenue. Not a wheel is turning within the city.

All Strike at Pueblo.

PUEBLO, June 30.—3 p. m.—All switchmen, firemen and shop men on the Gulf road in this city have struck, effectually tying up that road.

The Ft. Wayne Stops.

CHICAGO, Ill., June 30, 3 p. m.—The Fort Wayne road has practically suspended traffic, neither through nor local trains are running.

SANTA FE FREIGHT TRAFFIC.

It is Entirely Suspended and Perishable Fruit Rusted.

KANSAS CITY, June 30.—10:30 a. m.—The passenger trains on the Santa Fe from Denver and the West due last eve-

[Continued on Third Page.]

Denver "Times" Sold.

DENVER, June 30.—The Evening Times was today sold by H. W. Hawley to syndicate of American silver. The price paid was \$355,000.

THOMAS ON TOP.

He Has the Local Democracy at His Back.

Vindication Demanded by the Ex-Postmaster.

A MERRY WAR ON.

The Resolutions Peppery to a High Degree.

Civil Service Reform Given a Thorough Roast.

The Democratic county convention to elect delegates to the state convention next Tuesday, and the congressional convention convened in the court house at 12 o'clock this afternoon.

The convention was called to order by Eugene Wolfe, chairman of the county central committee.

The reading of the call was dispensed with, and Secretary Thos. Hanley read the list of delegates reported to the county central committee.

The make up of the convention is entirely satisfactory to that portion of the local Democracy particularly interested in the postoffice fight and the friends of Frank S. Thomas were there in a large majority. Out of the ninety-one delegates elected only four delegates got into the convention who were not entirely in sympathy with Mr. Thomas.

S. B. Isenhardt placed W. A. Snyder in nomination for temporary chairman, Lee Jones seconded the nomination and Mr. Snyder was made chairman by acclamation.

Thos. Stanley was made secretary of the convention and Lee Jones assistant secretary. Lee Jones objected because he said he had been a life long Democrat and can't write very well. Frank Thomas said Jones was a good reader and he was elected.

On motion of W. J. Rankin the chairman was authorized to appoint the usual committees, but the committee on credentials was dispensed with, as there are no contests.

Chairman Snyder announced the appointment of the following committee: On Resolutions—S. B. Isenhardt, D. P. Elliott, and John Hovenden.

On Nominations—Frank S. Thomas, Ed. Chelson, Emmet Whipple, J. G. Campbell, and M. W. Kernea.

Mr. M. H. Case, Dr. Eva Harding and Mrs. Potts were present and Lee Jones moved that they be allowed twenty minutes each to address the convention while the committee was preparing their reports. L. A. Stebbins said he supposed the ladies would rather speak when the committee on resolutions reported.

To this Lee Jones replied: "We won't have time then." Mr. Case was then introduced. The following resolutions are to be introduced:

Resolved, By the Democratic party of Shawnee county, in convention assembled: First—That we do hereby reaffirm our allegiance to the principles of the Democratic party, as formulated and announced by the national Democratic platform of 1892.

Second—We are opposed to woman suffrage, because we believe it to be subversive of the best interest of the whole people of the United States; that it is degrading to woman and will operate to destroy the social order.

Third—We believe that the force known in Kansas as prohibition is vicious and evil in all its tendencies; that the prohibitory law is scoffed at, violated and ignored in every community throughout the state; that it breeds perjury and has accomplished no good whatever, that it has a natural tendency to corrupt the police court and other courts and officers and sacrifices justice for the purpose of collecting revenue for private gain and benefit; that it is a breeder of strife and corrupt litigation and furnishes diabolical excuse for evil disposed persons to dishonestly and corruptly punish their enemies, and that it furnishes a convenient way for small, malicious and unknown politicians and unknown and unemployed preachers and persons to crawl from obscurity and oblivion into a little, brief and temporary notoriety by leaving their legitimate callings and playing detective, charlatan and spy. We, therefore, demand a re-submission of the prohibitory liquor law to a vote of the people of this state.

Fourth—That we favor the immediate repeal of what is known as the civil service law. It is un-democratic in its operation, creating a monopoly of office-holders and has been dishonestly used by Republican administrations to fill the departments of government with Republican subordinates and is responsible for the weakening of the government service by retaining incompetent, impertinent employees in life positions, and thereby begetting a spirit of arrogant independence and disregard of all responsibility, and causes a retention to the manifest and intentional disadvantage of the party held responsible for the due administration of the law, and we heartily endorse the recent action of the house of representatives by a vote of 71 to 109 in refusing further appropriations for the civil service commission, whose principal duty it is to keep Democrats out of office and Republicans in, and we request Senator Martin to work and vote for the repeal of this obnoxious and undemocratic law and against any appropriations for that commission.

Fifth—And we hereby favor the free and unlimited coinage of American silver, and we hereby fully endorse the action of Senator Martin in the United States senate on the silver question. We denounce the demonetization of silver in 1873 by the Republican party as a most infamous crime against the people of the United States, and consider it by far the most atrocious blow that was ever struck to American labor and the welfare of the

laboring masses of the United States, and we hereby recommend and favor liberal legislation which will, in all respects, protect American laborers, and we hereby express our sincere sympathy with all labor organizations in their struggle against the encroachment of corporate avarice.

Sixth—We hereby again express our entire confidence in the wisdom and patriotism of our esteemed fellow citizen, Senator John Martin, and endorse his actions in the United States senate, and we again pledge him our most loyal and united support.

CAPITALIST THAYER SUES

Alleges That the Trust Company of America Has Defrauded Him.

A suit for \$50,000 against the Trust Company of America, formerly the Kansas Loan and Trust company, T. B. Sweet, Geo. M. Noble and E. M. Sheldon, was filed today in the United States circuit court.

This is one of Topeka's largest and most prosperous loan companies. It occupies the entire first floor of Governor Crawford's building, on the southwest corner of Jackson and Fifth street. The suit is brought by E. H. Thayer, a capitalist of Buffalo, N. Y., for money advanced on loans and for interest and taxes, and also includes \$15,000 damages for what he alleges is misrepresentation and fraud.

He charges through his attorneys Quanton & Quanton, and Overmyer & Isenhardt, that he advanced \$17,000 on a loan to John F. Baxter of Dickinson county, taking a mortgage on 1440 acres of land as security, and alleges that the application upon which he made the loan was not the original one made by Baxter, but was altered for the purpose of deceiving him. He also charges that false representations were made about the financial condition of Baxter. He also made two other loans through the company, which he charges were also secured through land.

The petition also alleges that the company paid taxes and costs of foreclosure against the property without informing him and when he attempted to secure titles he was compelled to pay the company 12 per cent interest on all money advanced by the company.

The petition attacks the reorganization of the Kansas Loan & Trust company as the Trust Company of America, as done to defraud its creditors.

Thayer claims that he has advanced \$35,000, and he asks judgment for that amount and \$75,000 for fraud and misrepresentation charged.

The above is a synopsis of what is alleged in the petition, and on their face the charges appear serious. The answer to the petition by the company which has always stood high among business firms of the west, may cast a much different light on the matter.

Mercury Up to 90.

Weather Observer T. B. Jennings' government thermometers recorded the temperature at 96 degrees today. At Swift & Holliday's the temperature was 89 degrees.

TURF TOPICS.

Jack, 2:12, has been shod all round with aluminum shoes.

Collingwood says, "Bottom beats speed in the long run."

A. D. Hail, prominent in horse circles at Bellevue, O., was recently elected to the mayoralty of that city.

Stafford, Kan., a burg of 900 souls, has formed a trotting and pacing association and built a half mile track.

An advertisement in a Lexington paper offers an extensive line of gold and silver "unredeemed" horse timers for sale at low prices.

There is a hackney mare in Alexander Morton's Gowanbank stud, near Glasgow, which last year produced a foal when 27 years of age.

Robert Bonner has been elected president of the Scotch-Irish Society of America, which held its sixth annual congress at Des Moines recently.

At Calcutta a betting man is not allowed to lay odds until he has planked \$700 with the club, which holds the amount until satisfied that he has paid all claims.

Polo in Chicago is now assured. Twenty ponies have arrived from Indian Territory, which, with the others already in the city, will afford satisfactory selections.

Sir Claude de Crespigny, a noted English cross country rider, walked 44 miles the other day between breakfast and dinner time just to reduce his weight by two pounds.—Horseman.

Two Pictures.

Eastern Brother—You don't live with your family in such a hovel as this, do you?

Western Farmer—Why, yes. This is our house.

Eastern Brother—What is that large, fine looking building over yonder with all them frills on it?

Western Farmer—Oh, that is my barn, where I keep the grain and the critters.—Boston Courier.

He Got 'Em Sugar Coated.

"Boss, hab you got any dem confound cumfortable pills?"

"Yes. Do you want them plain or coated?"